

**The Tombstone Epitaph**  
Published Every Sunday  
Morning

Gives all the news of the county, state and general, and more especially events and happenings of interest to the people of Tombstone and Cochise county.

# Tombstone Epitaph

THE PIONEER NEWSPAPER

OF COCHISE COUNTY

ERECTED TO MEMORY OF ED SCHREFFELIN  
DIRECTOR OF TOMBSTONE

Reading Room, U. of A.

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## BELIEVED SAN PEDRO MYSTERY IS NOW SOLVED

UNCONFIRMED REPORTS RECEIVED HERE THAT ARIZONA MINING COMPANIES BUILDING HUGE POWDER MANUFACTURING PLANT; P. G. BECKETT OF PHELPS DODGE CO. DENIES REPORT COMPANY IS INTERESTED

The mystery of the "mysterious company," which has begun operations between St. David and Benson, is believed to be solved, according to reports reaching Tombstone within the past two days.

Rumor has been rampant in this end of Cochise county ever since the "mysterious company" started operations over two weeks ago, when carload after carload of supplies began to arrive and were unloaded near Land Station, two miles from St. David on the E. P. & S. W. and it was shortly afterward reported that a spur was to be built three miles into the foothills.

According to the report received here yesterday, it was announced that the "mysterious company" was none other than a prominent Arizona mining company, The Phelps Dodge, and the nature of the enterprise, which has been started on such a gigantic basis, is a plant for the manufacture of dynamite, and other explosives from the big fields of nitrate said to have been discovered all along the river for several miles.

General Manager P. G. Beckett, of the Phelps Dodge company, who was in Tombstone yesterday, however, disclaimed any knowledge of such an enterprise being entered into by the Phelps Dodge, and branded the report as untrue.

Today, however, it is reported that not only the Phelps Dodge interests but practically every other large mining company in the state are interested in the project, from which it is said blasting powder is to be manufactured for use in Arizona, as well as for other commercial purposes. The large beds of the nitrate, it is reported are big enough to take care of operations for years to come and in quantities that will warrant shipment to other states as far east as the Mississippi.

While the rumors and reports received here are unconfirmed officially, people who have been watching operations and who are said to have a slight insight into the project are confident that the report is true, if not in toto.

Meantime building of a huge warehouse is under way near what is known as the Eckerman farm, owned by H. M. Eckerman of Tombstone, and adjoining the farm owned by Mrs. F. J. Abell, also of Tombstone. Carload after carload of materials, mostly lumber and nails and beams and other materials for the building of the temporary warehouse are being unloaded and more are coming every day, say the reports. One carload contained nothing but electric motors, it was stated, ranging from the smallest to several thousand horsepower. This lends aid to the reports of a powder plant, since in the manufacture of explosives the method is to operate in units, widely separated, thereby eliminating danger to the employees and property.

It is also reported the company has a corps of engineers and surveyors on the ground locating and

## ALL ARIZONA IS REPRESENTED AT GOOD ROAD MEET

ARIZONA SENDS BIG DELEGATION TO GOOD ROADS CONVENTION AT HOT SPRINGS, ARK. ALL BOOSTING FOR THE BANKHEAD, COCHISE COUNTY STRONGLY REPRESENTED PULLING FOR THE BORDERLAND ROUTE.

Delegates from all over Arizona, will be in attendance at the United States Annual Good Roads Convention at Hot Springs, Ark., beginning next Monday and ending on the 17th. Between 50,000 and 100,000 visitors are expected to attend out of which Arizona and Cochise county have sent their share of delegates for the big show. Hot Springs has made elaborate arrangements for the care of the visitors and a program, covering every subject has been prepared. Especial interest is centered by Arizona on the meeting of the Bankhead National Highway Association during the week, when the final decision of the Association confirming the Borderland Route through Arizona will be made. The Cochise and Southern delegation is armed to the teeth with data and boost material, and when the matter comes to a final show down there is no doubt but what the "365 day a year" route will be decided upon.

A review of the developments with respect to the 1600 miles or more of the state highway system shows the following:

Rodeo-Phoenix (Bankhead highway), 210 miles. Federal aid project extending 20 miles east from Douglas now under way, 25 miles of concrete paving between Douglas and Bisbee now being completed; from Bisbee to Tombstone and from Tombstone to Benson, road complete; from Benson to Vail work in progress; from Vail to Tucson, complete; from Tucson to Florence, four miles of concrete paving out of Tucson practically complete; in addition 25 miles of surfaced road complete; from Florence to Mesa, approximately 25 miles completed with new bridge across Queen creek; Mesa to Tempe building concrete pavement; Tempe to Phoenix, concrete pavement with only three miles yet to be improved.

Tombstone-Tucson, via Fairbanks and Empire. The portion of this alternate route known as the Borderland lying in Pima county is now being constructed under the supervision of the state.

Tucson-Nogales, 69 miles; Application filed for federal aid for concrete paving estimated at \$350,000; will be completed this year.

Franklin-Phoenix, 210 miles: Work between Franklin and Clifton will be completed by summer; Clifton to Sanford now usable; afford to Globe federal aid approved after some delay on account of road crossing Indian reservation. Contract let for light steel structure to span 500-foot gap washed out of Gila river bridge near San Carlos. Globe to Miami, concrete pavement; Superior to Miami, representing the heaviest construction in the state, now being built with prison labor out of Superior, with preliminary work for starting construction out of Miami. For 16 mile unit from Florence highway, survey complete, federal aid approved.

Phoenix-Yuma, 200 miles: Phoenix to Buckeye under Maricopa county \$4,000,000 bond issue; Yuma to Well-ton, work started, federal aid approved.



## Legend and Lore Wrap About The Old Spanish Trail Highway Through the State of Arizona

(El Paso Herald)  
To hear that all but two Texas counties have raised all or a part of their quotas toward the construction of the Lone Star state's section of the Old Spanish Trail is gratifying to those persons who know the Spanish traditions of the southern part of the United States. It is also gratifying to those persons of more practical minds for the reason that it means El Paso will soon be linked up with other cities in the "sunshine belt" by a transcontinental highway that will bring thousands of tourists and hundreds of thousands of dollars' worth of business to this city every year.

As for the traditionalists, they recall the stories of the Spaniards who penetrated the country along the Old Spanish Trail 80 years before the Pilgrims set foot on Plymouth Rock. The history of their explorations and settlements from Florida to California has not yet been fully written, but as the highway that traverses this country is reconstructed for modern travel this romance will unfold in all of its interest and beauty for every traveler who passes over it.

From Jacksonville to San Diego, this future thoroughfare, once only a meandering path, is rich in Spanish adventure. Old missions dot it at intervals. These missions of masonry date back several centuries. Ponce de Leon came in search of eternal youth in 1513. Then came De Soto, who landed at Tampa Bay in 1539 and with a large expedition explored the Gulf country. His grave was the Mission, St. Augustine, Florida, was settled in 1565.

About this time Texas was being penetrated. De Navarez reached Florida in 1527 and explored the Gulf country with 200 men. He failed to connect with his ships and was captured and made a slave by the Indians. De Vaca escaped and is supposed to have penetrated Texas as far as the "Big Bend" country. In 1582 the Espejo expedition reached the same country. Later the Spanish reached Santa Fe. In 1683 Mendoza went north from Mexico through the "Big Bend" country, was at Comanche Springs (Ft. Stockton) and penetrated to and established a mission on the San Baba river, where later a silver mine and a Spanish fort were located. The San Saba trail was developed from San Antonio through the Spanish pass near Boerne to this fort. Others branched westward to El Paso and into Mexico.

While missions were being built in Texas, others were being built near Tucson, Arizona. The mission of San Xavier del Bac, founded in 1692, is claimed to be more beautiful than any other in the country.

Much of the Old Spanish Trail in Arizona runs down the valley of the Salt and Gila rivers to the Yuma gateway into California. Through the centuries the march of the Spaniards and of the Anglo-Saxon has peopled the territory along this trail and

the shores of California and has crowned the land with romance as eternal as that of Greece or the brooding orient. Almost every mile of 2700 and more miles of this long road has something of interest that is modern as well as old. The sub-tropical verdure of its start and finish the lashing waves of the gulf, the boundless expanse of the southwest and the eternal sunshine of the entire course make it potentially the main trunk line connecting the two oceans.

As one-third of the trail lies in Texas, people of this state can well afford to interest themselves in it.

By A. H. Gardner, Tombstone, Ariz.  
Vice President El Paso-California Division Old Spanish Trail Association.

There is a vast difference between a road built on paper and by road boosters than a road that is being built on the ground and we people of the so-called desert country well know the distinction and in my many years of road work both on paper and on the ground I must confess that for a real live organization the Old Spanish Trail association is one of, if not the liveliest organizations with which I have ever been associated.

Going back to its earlier history I must confess that it seemed more of a dream than a reality but knowing its development I think that it probably today stands as one of the nearest completed if not the nearest completed transcontinental highway crossing America today.

That reminds me that when Harry Locke, now field engineer to the association drove through Tombstone and unfolded to me his dream, I asked him if he expected to live to see any such "pipe dream" come true and in his optimistic manner he replied "leave it to me" and today it is in a wonderful stage of advancement and inside of another two years, and maybe less, one can start at Jacksonville, Florida, on the Atlantic and go right through to San Diego, Los Angeles and San Francisco without having to be hauled out of some mud hole, for all along the line development is going on.

From coast to coast through historic beautyland and touching at every mission from coast to coast is now approaching a reality.

Since the organization moved to Texas it has moved ahead with rapid strides under the guiding hand of Managing Director H. B. Ayres, and as soon as the few sleeping communities along the route where the work is lagging wake up our great historic route will become a reality.

Texas is doing her part and for the most part, in fact I might say the nine hundred miles through Texas, is located on state highways and as for the El Paso-California Division it is all state highway through New Mexico, Arizona and California.

As an advertising possibility and asset being the chain of old Spanish Missions that are right on the route. This route will command space in magazines galore because of its historic possibilities for unlimited material is at hand. At present the road is located entirely on the Borderland route from El Paso to the coast but it appears to me that it would be wise to add a few miles and have its routing changed and from near Elgin continue on over the state highway through Patagonia into Nogales, and then up to Tucson thus putting the great historic missions of Tumacacori and San Xavier directly on the route. Not only that but it will bring Nogales, the wonderfully big trading port, directly onto a transcontinental highway, making it a junction point for a wonderful highway that will, in fact is sure to be, built from Nogales to Guaymas through Hermosillo to the great fishing coast on the Gulf of California.

That the people of the east may know when they leave for a trip to the Pacific, it can now be said that Arizona need have no fears for the tenderfoot tourist because of the condition of roads as even right now, the roads are better than many of the middle west, or eastern states and millions are being spent in building.



Mission San Xavier del Bac, on the Old Spanish Trail, Tucson, Arizona, Founded 1692.

## Sulphur Spring Valley Outlook is Encouraging

DOUGLAS, April 8.—Sulphur Springs valley has experienced good results from liberal rains this season and the farmers are anticipating better crops than usual this year. It is stated that considerable short staple cotton will be planted, previous experiments having demonstrated that the crop can be successfully grown. It is estimated that several hundred acres will be planted.

In the Mud Springs draw a number of the farmers are plowing for spring and summer dry farming crops. C. B. Austin, E. D. Knight, John Farley, Hyrum Duthridge, William Beck, S. D. Condit and others, in that vicinity are enthusiastic over the crop conditions for this season. The grass has sprouted early and winter sown rye and barley is looking well. Many of the farmers are reported as extending their cultivated acreage and putting in larger fields this spring.

There is a general feeling that more land should be brought under cultivation there, as the acre price is low and the prospects encouraging. Deeded lands may be had now as low as \$10 per acre, though since the oil interest began many of the

## Aged Man is Shot While in Bed by Miner

PHOENIX, April 10.—Louis Albers, employed at the Crismon mine near Camp Creek, lies near death at the Sisters hospital as the result of a bullet wound through the chest, inflicted by Pete Sebro, a fellow employee.

Sebro, who was brought to the sheriff's office Friday morning by Deputy Charles B. Williams, of Camp Creek is said to have admitted to Sheriff Montgomery and Assistant County Attorney Lewkowitz that he shot Albers. He declared that he had been ill yesterday and remained in bed in the tent shared by Albers and one of the Crismon brothers, who manage the mine.

About 5 o'clock in the morning, according to Sebro's confession, he was coughing and the noise disturbed Albers from his sleep. Albers then came to his bed, Sebro declares, and with an oath seized him by the throat. Sebro states that he then drew his gun and shot Albers.

Albers is a man of 60 years, according to the Crismons, and so hale and strong that he got up from his bed, a half hour after he had received the bullet wound through the chest, walked to the car unassisted

## CARL HAYDEN FOR ANOTHER FEDERAL JUDGE

IN ADDRESS BEFORE HOUSE COMMITTEE ON JUDICIARY POINTS OUT REASONS WHY ARIZONA IS ENTITLED TO ANOTHER FEDERAL JUDGE; BORDER CONDITIONS JUSTIFY ACTION; MANY DISPUTES OVER PUBLIC LANDS.

WASHINGTON, April 10.—The hearings before the House Committee on the Judiciary on the bill to provide an additional District Judge for the United States court in Arizona have just been printed. In the course of his argument in support of the prompt enactment of this measure Congressman Carl Hayden said:

"The population of Arizona has doubled in the past 10 years and the state is the fifth in area in the Union, yet neither the number of people nor the size of the State are vital factors. The demand for an additional Federal judge for the district of Arizona is primarily based upon the volume of business pending before the United States court, which is so great that no single judge, however able, could possibly keep up his work to date, even with the assistance of such other Federal judges as are from time to time temporarily assigned to assist him. There have been occasions when two outside judges were holding court in Arizona in addition to our own judge, yet all three of them were unable to make appreciable reduction in the number of cases awaiting trial.

In the last Congress this committee favorably reported to the House a bill providing for an additional Federal judge in Arizona. The bill was placed upon the calendar for unanimous consent, and a Member of Congress from Indiana objected to its consideration. When I afterwards inquired of him as to why he did so the gentleman said that the State of Indiana, with a population of 3,000,000 had but one Federal judge and he could see no possible reason why a three or four hundred thousand people in Arizona would require the services of two judges.

I then explained to him, as I want to make clear to the members of this committee, how different the actual conditions are in Arizona and in Indiana or any other of the States in the East where all the land has passed into private ownership. Seventy-five per cent of the area of Arizona today under control of the Federal Government. On July 1, 1919 there were 26,714,785 acres of vacant public land in my state. Congress has made it a crime to fence the

(Continued on Page Eight)

## NO CLUE TO PETERSON MURDERERS

Sheriff J. F. McDonald reported this afternoon that so far no clue to the murderers of G. J. Peterson, Huachuca pioneer, have been uncovered, although the army officers at Fort Huachuca are co-operating and bending every effort to aid in running down the assassins. Sheriff McDonald yesterday took photographs of the finger prints obtained from the ballot box where the aged man kept his private papers, but until he compares the prints of the dead man he will be unable to tell whether the prints were made by Peterson himself or some other person. Deputy Haverly's posse is still busy securing the trails and hills in the vicinity of the murder.